

Malinowski Edward

From: Jeff Jensen [REDACTED]
Sent: Tuesday, February 26, 2013 9:22 AM
To: Malinowski Edward
Cc: Daniel.J.Moore [REDACTED] Jay.Tevis [REDACTED]
Subject: Re: Information about CEN12LA578, a Destiny XLT Powered Parachute investigation

Ed,

I have sent several pictures of the accident, please let me know if you have received them.

A quick note about myself and my background. I have been a powered parachute pilot for a little over 17 years and currently hold a CFI in Light Sport PPC.

Having watched the video and seen the still shots of the accident scene I believe the following may have contributed to the collapse and subsequent crash of the powered parachute.

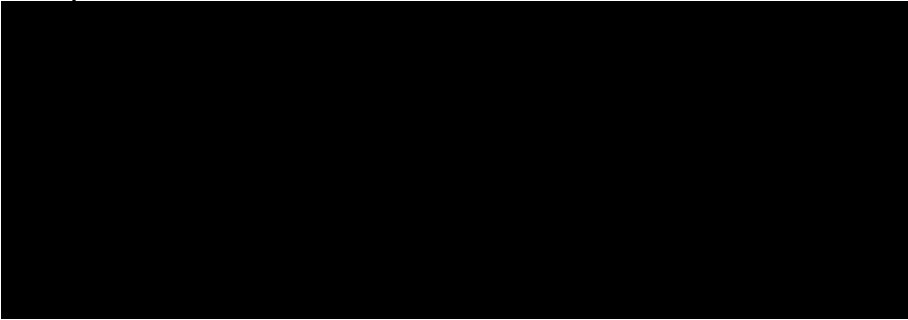
It is clear from the pictures that there were two additional links (per side) added to the rear risers, this would raise the rear of the chute by approximately 3 inches over its intended connection point. In addition to the extra links the front lines of the chute have apparently been knotted (perhaps in an attempt to shorten them as these lines tend to stretch faster than the other lines, although I have never seen this done before). As I mentioned before, this practice of adding links became popular with some due to the stretching of the forward lines and increased difficulty of inflating the chute (the chute would not fully rotate for takeoff) it lowered the angle of attack creating a quicker rotation and additional forward speed. Watching the video of the accident seconds before the collapse you can clearly see the chute heave backwards as the first gust hits the chute, you can then see the chute lunge forward, about that time you can see the effects of a second gust hitting the chute and pushes it back even further creating a pendulum effect. When the chute tries to correct itself it will overfly the cart as it pendulums.

It is my belief that due to the additional links being added and lines being knotted that it decreased the angle of attack to the point it collapsed when confronted with the gusts and subsequent downward pitch of the wing. Please understand that I am not an expert in chute design and am only giving a pilots perspective to this accident. As I suggested before the chute MFG is the expert when it comes to the design and aerodynamics of a PPC, I would suggest running this theory by one of the chute MFG's for confirmation. If you like I can suggest some here in the US that may be willing to help.

I apologize for the delay in getting this to you but with the recent passing of my mother and the demands of work and school its the best I could do.

Best regards,

Jeff Jensen
Sport Pilot CFI



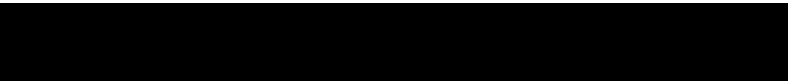
On Jan 28, 2013, at 5:19 PM, Malinowski Edward wrote:

Sir,

Please send me any details, facts, and images that you feel are relevant to this investigation. Thanks in advance.

v/r

Ed Malinowski



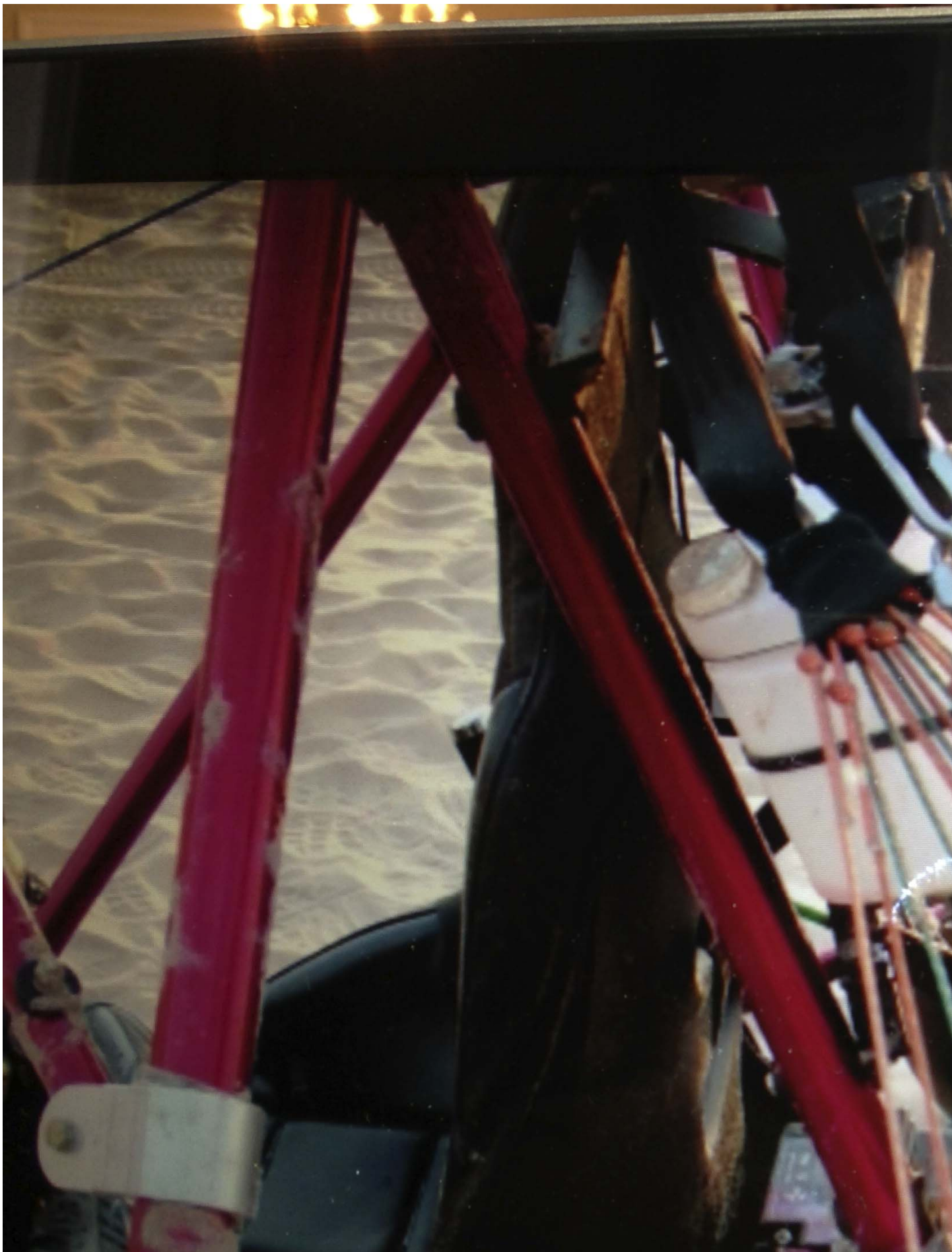
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From: Jeff Jensen [REDACTED]
Sent: Tuesday, February 26, 2013 8:16 AM
To: Malinowski Edward
Subject: Re: Information about CEN12LA578, a Destiny XLT Powered Parachute investigation

Mr. Malinowski,

Attached are some photos taken at the accident scene.



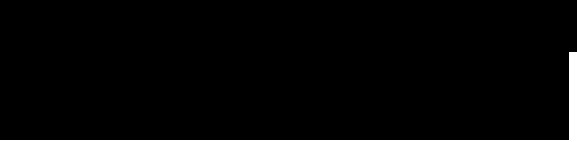
If you look at the orange lines (I believe these are the A lines) you can see each of them appears to have a knot. I have never seen this before and can only speculate that this may have been used to shorten these lines as they tend to stretch the most over time. Understand that this is speculation on my part but seems to be the logical conclusion. This would tend to pull the nose of the chute down slightly.



In this picture you can see there are three rapid links on the rear riser and one on the front riser. This would raise the rear of the chute by approximately three inches reducing the angle of attack.

I will send more pictures in separate emails due to file size.

Jeff Jensen
Sport Pilot CFI



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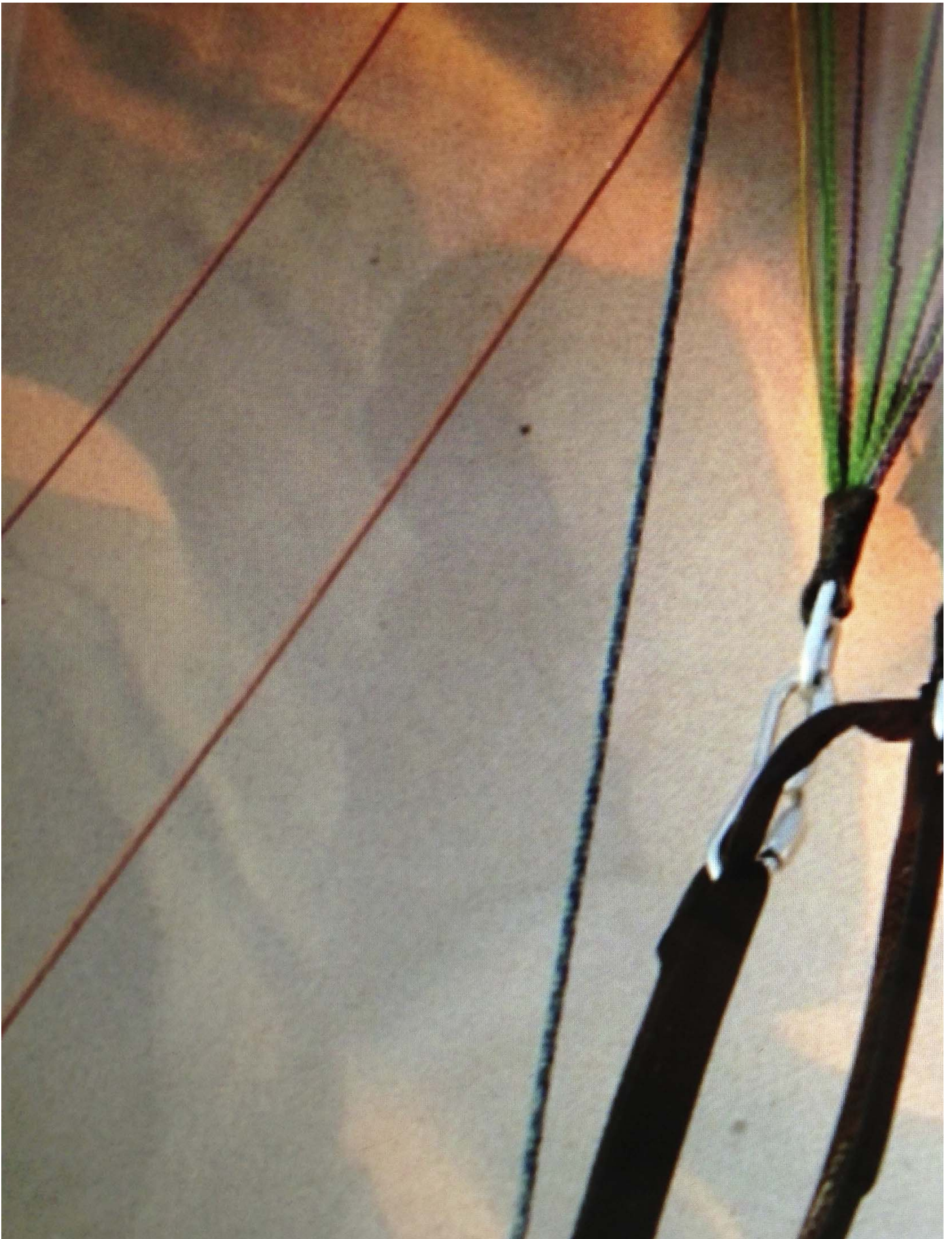
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#2



Additional picture showing the additional links in rear of chute.



Again

Jeff Jensen
Sport Pilot CFI



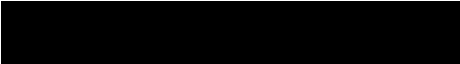
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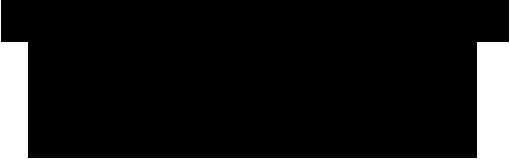
#3





Here are two stills taken from the video showing the difference of height in the attachment points with the rear being clearly higher.

Jeff Jensen
Sport Pilot CFI



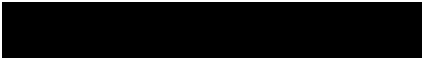
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